

In The Claims:

1. (Currently amended) A wheel suspension system for a motor vehicle, comprising:
 - a lower link for the attachment of a wheel;
 - [a chassis underframe having at least one pair of bearings for fastening to a body of a motor vehicle; and]
 - a spring having a lower end and an upper end, the lower end of which is arranged on the link and the upper end of which is arranged in a spring plate;
 - and
 - a chassis underframe having a mounting for supporting part of the spring plate when the wheel suspension system is not fitted on a body of a motor vehicle, and having at least one pair of bearings for fastening to the body;
 - wherein the spring plate bypasses the chassis underframe and directly engages the body of the vehicle.
 - [wherein the chassis underframe has a mounting on which part of the spring plate is supported when the wheel suspension system is not fitted on the body of a motor vehicle.]
2. (original) The wheel suspension system of claim 1, wherein the mounting annularly surrounds the spring plate.
3. (original) The wheel suspension system of claim 1, wherein the spring plate has a centering extension.
4. (original) The wheel suspension system of claim 2, wherein the spring plate has a centering extension.
5. (original) The wheel suspension system of claim 1, 2, 3, or 4, wherein the spring plate is combined with the support of a spring aid.
6. (original) The wheel suspension system of claim 1, 2, 3, or 4, wherein at least one pair of bearings of the chassis underframe are formed by elastomeric elements.

7. (original) The wheel suspension system of claim 4, wherein the spring plate is combined with the support of a spring aid and at least one pair of bearings of the chassis underframe are formed by elastomeric elements.

8. (original) The wheel suspension system of claim 1, 2, 3, or 4, wherein the lower link is designed as a transverse link.

9. (original) The wheel suspension system of claim 4, wherein the spring plate is combined with the support of a spring aid and the lower link is designed as a transverse link.

10.(original) The wheel suspension system of claim 4, wherein at least one pair of bearings of the chassis underframe are formed by elastomeric elements and the lower link is designed as a transverse link.

11.(original) The wheel suspension system of claim 7, wherein the lower link is designed as a transverse link.

12. (currently amended) A method for installing a wheel suspension system, comprising the following steps:

[P]providing a wheel suspension system having a lower link for the attachment of a wheel, a chassis underframe having at least one pair of bearings for fastening to a body of a motor vehicle, and a spring having a lower end and an upper end, the lower end of which is arranged on the link and the upper end of [the] which is arranged in a spring plate wherein the chassis underframe has a mounting on which part of the spring plate is supported when the wheel suspension system is not fitted on the body of a motor vehicle;

[F]fitting the wheel suspension system onto the body of a motor vehicle so that the spring plate is supported on the body; and

[F]fastening the chassis underframe to the body of the motor vehicle, the spring being compressed and the spring plate [lifting off] separating from the mounting of the chassis underframe.

13. (original) The method of claim 12, wherein the chassis underframe and the spring plate are mounted on a longitudinal member of the body.

14.(cancelled).

15.(cancelled).